

Authorized Agents for the Journal.
JAMES M. REDMOND, Tarboro', Edgecombe co., N. C.
JOSEPH JOHNSON, Clinton, Sampson county.
JOSEPH R. KEMP, Bladen county.
JAMES L. MERRITT, Gravelly Hill, Bladen co.
J. B. BARNES, Black Creek, Wayne county.
LEWIS GUNN, Pine Hill, P. O., Lenoir county.

After the issue of our paper yesterday, our Editor contrived, in some manner, to increase his receipts to double what they amounted to in the forenoon, and concluded to venture his safe transition North on the amount in hand. He accordingly left for the North in the eight o'clock Express train this morning. We presume he will visit the World's Fair in New York, as he has a free ticket; without it, we do not know whether he would venture so strong an undertaking or not. We must ask the indulgence of our numerous readers during the "venerable's" absence. In the meantime, our Exchanges will be likely to suffer some, and scissors will up.

Now, reader, you have our "leader" for this day. So send the first chapter.—Daily Journal, 2d inst.

Railroad Accident.
BULL vs. LOCOMOTIVE.—On Friday morning, just after our Daily had come to press, news reached town that a Bull had come in contact with the Locomotive, about six miles from town, which left here at 8 o'clock. A. M., carrying the Express Mail and the Editor of the Journal, together with numerous other passengers, to Weldon, en route North; and that three passenger cars had been smashed to pieces, &c., &c. We, of course, felt considerably concerned for the fate of one of us, and immediately made the requisite enquiries relative to the matter. A doctor had been dispatched with his surgical implements and other medicines, in order to repair whatever damage might have happened to the passengers and attendances of the train. We are gratified in being able to state that the only living creature injured was that of the Bull. It appears the ferocious animal has been somewhat of a bore to the progress of the Road for some time, by apparently making it his especial business to get in the way of the train. It may be, on the present occasion, he concluded to put a full stop to the whole concern, Locomotive, Editor, and all; but he got his just reward for his pains, in the loss of his life by unfortunately getting knocked down by the Locomotive and being run over by the passenger cars. All Bulls should hereafter take warning from this terrible catastrophe of their kind, and not attempt to stop the "progress of the age" in so unceremonious a manner.

We are pleased to be able to state that no injury was experienced by any of the passengers. Mr. J. L. Cantwell, Conductor, had his hand slightly skinned. Three of the passenger cars were somewhat damaged. But little detention was, however, caused by the accident.

P. S.—We advised our Editor, the day previous to his leaving home, to get his life insured; that Railroad travelling had become so uncertain for safety, that it is very dangerous. We have no doubt the thought of our advice, but it was too late then, even if he had got killed.

One of our "Devils" was also on board, accompanying his sick mother up the Road. We have not heard from him since, but there is no fears for the "Devil"; he is a good boy, and we have no idea of anything serious happening to him.

The Devil arrived home Saturday morning in the Express train, which was due the night previous, but which very prudently laid over all night about 14 miles the other side of Goldsboro', for the fear of coming in collision with the two o'clock train going North on Friday, which latter train also laid over for the night for the same reason.

NEW ORLEANS RELIEF FUND.—Since our last notice of donations received at the Journal Office for the relief of the sufferers from yellow fever in New Orleans, we have received some further contributions. A lady sent us, a few days ago, \$5 through the Post-Office. The total amount thus far has reached \$217. We shall forward a check of the amount in hand to-morrow, and if there are any others who desire to contribute, through us, they will please do so without further delay, as the list will probably be closed to-morrow.

P. S.—Since the above was in type, Doct. T. C. WORTH has handed us a check for \$25—making the total contributions received at this office \$242.

Daily Journal, 2d inst.
News.—There is a statement going the rounds of the papers, estimating the amount of contributions at various places, for the relief of the sufferers from yellow fever at New Orleans. We see that Wilmington is put down as having contributed \$1,784. We dislike to correct such errors, but it nevertheless appears as though the matter should not go unnoticed. Some of our citizens have come forward in the proper spirit, and made liberal donations.—Some of the societies, too, we learn, have also made contributions, but to what amount we are unable to state precisely; yet we are satisfied that all the contributions yet made in Wilmington, will not amount to anything like the sum set down in the papers.—We say this with regret, for we know that our citizens have the reputation for benevolence of disposition; and we know, as a general rule, there is no community more kindly disposed. We have done our duty, and now leave the matter in the hands of the citizens of Wilmington.—Daily Journal, 3d inst.

COTTON FROM SOUTH CAROLINA.—We notice in our report of the markets this week the sale of a bale of new Cotton at 11 1/2 cents per lb. It was sent on the Manchester Road, from South Carolina, by Gen. WM. EVANS, to MILES COSTIN, Esq., Commission Merchant of this place, and was bought by Messrs. RUSSELL & BROS., also Commission Merchants, who have been in the Cotton trade for some time. From a sample before us, it appears to be of a fine texture. The East end of the Wilmington & Manchester Road is now completed some 75 miles—to and over the Little Pee Dee. We learn that only about 20 miles more remains to be finished, which will carry the Road to the Big Pee Dee. When completed, which, we learn, will be about the middle of next December, our trade will naturally extend further into South Carolina, and will, no doubt, prove a most valuable acquisition to the business of Wilmington.

By the way, we believe Gen. EVANS was the first Contractor on the Road, and he is now the first in South Carolina, to send his produce to this market by means of it.

A letter from Kenansville informs us that the "Journal" has failed to reach that place by Friday's Mail, the time it is due, for the last two weeks, and that it consequently does not get there until Monday following. We can assure our Duplin subscribers that our packages are placed in the Post-Office here every Thursday night, and that there is no blame to be attached to us. We will try and have the matter rectified.

The steamer Georgia arrived at New York 31st ult. from Aspinwall, with California dates to the 15th August—no later than previously received. She brought \$1,800,000 in gold.

Recovery of two Negroes and a U. S. Marine.

An extra from the Daily Globe Office, Portsmouth, Va., dated 2d inst., says that two negroes belonging to Capt. Jarvis and Mrs. Tatem, of Portsmouth, and a marine from the U. S. Ship Pennsylvania, was found concealed on board the British Ship Samuel, lying in Hampton Roads, on the 1st inst. The Captain—David Morris—is said to have rendered every assistance in his power, in the search for the fugitives.

Later from Havana.
By the arrival of the U. S. Mail Schooner Eclipse at Charleston the 31st ult., we have dates from Havana to the 25th. We clip the following items from the correspondence of the Charleston Courier:

HAVANA, August 25.—Messrs. Editors.—Our Sugar market remains very dull, with few transactions for want of shipping, but holders nevertheless keep firm. Our stock amounts to about 200,000 boxes, of which 60,000 are in second hands. Molasses at 1 1/2 @ 2 cents, with little demand. Coffee is scarce, without any stock on hand, we quote 14 @ 14 1/2.

P. S. Lumber in very good demand, at 32 @ 34, very scarce. High, say 4 1/2 for Cows and a Market, for the United States, 1 1/2 @ 1 1/2 @ 1 1/2, vessels exceeding 150 tons.

Exchange on London 11 1/2 @ 11 1/2 cent. premium; New York, 10 1/2 @ 10 1/2 cent. discount.

Air Mail to Railroad Managers.
To the Editors of the Journal:

A late traveler in Prussia says: "The Conductors have a time-piece placed before them in the cabriolet, which is secured by a padlock, to prevent all touching of the works. These are regulated by the clocks of the messengers, and by them the moment of arrival at each town and village is ascertained."

Now, here is a hint for the managers of American Railroads. It is known that a late most disastrous collision on a Northern Railroad, the Providence and Worcester, was owing to a variation in the watches of the Conductors of the respective trains.—Had each train been provided with a time-piece, regulated by the same standard, it is not probable the collision would have occurred. Every train over every Railroad in the United States, particularly single-track Roads, should be furnished with such, instead of the Conductors being left to rely on their own watches.

I believe other collisions than that above referred to have happened within the last two or three years, from the same cause. SAFETY.

The Epidemic—Day of Fasting—Quarantine Regulations.

NEW ORLEANS, August 31.—The fever is about at a stand. Deaths to-day from the epidemic 137, and 95 from diseases not mentioned.

The Mayor of the city has set apart Friday, September 2d, as a day of fasting and prayer, and thanks to Divine Providence for His mercy in mercifully allaying the dreadful scourge. All business will be suspended, and divine services held in the several churches.

The Board of Health is making arrangements to establish a quarantine for emigrants, sixty miles below the city.

The rag story of the New York Tribune originated in the fact that a doctor, named Dr. Vincent, at the Hospital, of selling the old clothes of the dead. Whatever clothes have been disposed of were well washed and purified before being sent off. Advice from Texas leave no doubt of the election of ex-Governor Bell to Congress, and Mr. Pease, dem., Governor of the State.

Arrival of the Hermann.

NEW YORK, Sept. 1.—The steamer Hermann arrived at New York last night, bringing 250 passengers.—She left Southampton on the 17th.

The sailing of the Crystal Palace at Sydney has fallen, killed 11 persons and wounded 10. Several warehouses had been burnt at Sydney, involving a loss of \$50,000. The intense heat caused portions of the cliff to fall, killing several firemen.

Additional per Europæ.

BALTIMORE, Aug. 31, 430 P. M.—The Europa arrived at Boston at nine o'clock on Wednesday morning, and we glean from our files of English papers the following additional particulars of European intelligence.

A telegraphic dispatch received in Liverpool, dated on the morning of the 20th inst., says that Louis Napoleon had relinquished his contemplated journey to Dieppe in consequence of the new complication of the Eastern Question.

It was rumored in Vienna that should Russia make an incursion into Serbia, Austria would occupy the fortress of Belgrade.

The latest intelligence from St. Petersburg states that notwithstanding the negotiations going on for peace, the war department was as active as ever.—The cholera had again appeared at Warsaw. The Czar's acceptance of the proposition from Austria it is said, will not be unaccompanied by conditions, as he will not consent to evacuate the Principalities until the Porte has signed an agreement tantamount to the concession of all the points in dispute.

Advice from Constantinople to the 5th inst., state that the Persian Ambassador had given the Sultan full assurances that he should receive assistance if he needed it, measures having been taken by the Shah to raise an army of sixty thousand men to be placed at the disposal of the Sultan.

The Turkish Empire is in consequence of the Greek Bishops to return to their Bishopsricks immediately, it having been ascertained that Russian agents were fomenting disorders in various parts of the country. When the intelligence reached Serbia of the threatened occupation of that territory by the Austrian troops, the Prince of Serbia replied that he would resist such occupation by force. The whole Balkan Peninsula was in a state of commotion, and men had been already collected.

The latest dispatches from Constantinople concur in stating that the people continued favorable to resisting Russia.—Tel. Corr. Clar. Courier.

An article recently published in the Tenth Legion of Virginia speaks in consequence of the agitation on the subject of slavery, in the last General Assembly of the New School Presbyterian Church, which met at Buffalo, a number of ministers of that persuasion in the Synod of Virginia, have signed the following resolutions, and proposed them to the Synod for adoption.

Resolved, 1. That the Presbyteries in the slaveholding States decline making any response to the inquiries proposed by the late General Assembly.

Resolved, 2. That said Presbyteries be fully represented in the General Assembly.

Resolved, 3. That said Presbyteries instruct their delegates to the next Assembly, in the event of the subject of slavery being introduced, to propose resolutions expressing, in the strongest terms the opinion of the Assembly, that all further agitation of the subject in that body is most unwise and improper, and that they should be instructed to withdraw and unite with those from other portions of the church opposed to the further extension of slavery in the Assembly, either in a new organization, or in such other measures as in their judgment will be most expedient.

The Turkish Empire is in consequence of the Southern members of this church are in favor of immediate secession, and that, possibly, some will take that course, but that the plan indicated in the above resolutions seems generally preferred.

Land Navigation.

Twenty-three years ago, the 12th instant, says the Oswego Times, the first railroad was commenced in the State of New York. This was the Mohawk and Hudson, running from Albany to Schenectady. One year from that time was completed. At each termination it had an inclined plane, with a grade of one foot in eighteen. The expense of this road, only sixteen miles in length, cost over one million of dollars. It was run with rails of no more than three-fourths of an inch in thickness. The building of this road was at the time regarded as a wonderful achievement. But what is it in comparison with subsequent achievements of the kind in this State? Since then the following railroads have been constructed in New York:

New York and Erie railroad, 469 miles.
Albany and Schenectady, 150
New York and Harlem, 153
Long Island, 45
New York Central, 432
Buffalo and State Line, 69
Watertown and Rome, 97
Northern New York, 118
Miscellaneous, say, 400

Total, 2,013 miles.

Thus, we have seen that some of the thousand miles of railroads in successful operation in New York; and, in addition to this, a thousand miles are in contemplation or under contract. The cost of the roads already built cannot be less than one hundred millions of dollars. When the contemplated structures are completed, there will be near one hundred and fifty millions of dollars invested in railroads in the State of New York—more than seventeen times the cost of the old Erie Canal.

BROADWAY.—The present condition of Broadway is well hit off in the following outline of an imaginary panorama of that street: "File of bricks; hole; more bricks; hole; unfinished pavement; more bricks; another hole; piles of bricks and infirmity."

The following is from a travelling correspondent of the New York Courier & Enquirer, now in Brazil: "That this miserable system of Brazilian government is the cause of all the decay everywhere to be met with in the provinces, hardly needs proof, so palpable is the fact. A great system of centralization concentrates all prosperity in Rio de Janeiro, and amid the brilliancy of the Court, the misery, poverty, and crime, in the provinces. Brazil is divided into provinces, as our own country is into States, and these provinces are governed by Presidents and Vice-Presidents, as our States are by Governors and Lieutenant-Governors. But instead of being selected by the people, the Presidents are appointed by the Court, and sent to rob and prey upon the poor devils in the provinces, during the pleasure of the Emperor, who is supposed to be a monarch, and do as they please. I will give you but one example of this assumption of power, by which we are likely to be the sufferers:—

The Imperial Mail Steamship Company run a line of six steamers between Rio Grande do Sul and Para, stopping at every Presidency on the route.—Each steamer receives \$10,000 per trip, and the Mail is a semi-monthly one. On arriving at a port the commander of a steamer is obliged to wait upon His Excellency and ask when it will please His Highness to permit the steamer to pursue her voyage. The captain dare not go to sea without the written permission of the President, and His Excellency has the power to detain the ship as long as suits his sovereign pleasure, notwithstanding what may be the loss by reason of the delay to the passengers, or the loss of the Company's money. What would be thought of the Governor of New York undertaking to detain a Collins steamer to suit his convenience, or the Governor of New Jersey detaining a Cunard until he should write a letter?

BILLS OF EXCHANGE.—By a Revised Law of the State of New York, the following damages on Bills drawn negotiated in said State, and protested for non-payment, are allowed, viz:

Bills drawn on the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Ohio, Delaware, Maryland, Virginia, or District of Columbia, THREE PER CENT.

North Carolina, South Carolina, Georgia, Kentucky, Tennessee, FIVE PER CENT.

Any other State or Territory of the United States, or any other place on or adjacent to this Continent, and North of the Equator, and any other British or Foreign Possessions in the West Indies, or elsewhere on the Western Atlantic Ocean, or any Port or Place in Europe, TEN PER CENT.

Sec. 19. Such damages shall be in lieu of interest, charges of protest, and all other charges incurred previous to, and at the time of giving notice of non-payment, but the holder of such Bill shall be entitled to demand and recover lawful interest upon the aggregate amount of the principal sum specified in such bill, and of the damages thereon, from the time of giving notice of non-payment, until the time when such bill has been paid, and payment of such principal sum shall have been demanded.

Sec. 20. If the contents of such Bill be expressed in the money of account of the United States, the amount due thereon, and of the damages herein allowed for the non-payment thereof, shall be ascertained and determined without any reference to the time of giving notice of non-payment, and the place of which such Bill shall have been drawn at the time of the demand of payment or of notice of non-payment.

Sec. 21. If the contents of such Bill be expressed in the money of account or currency of any Foreign Country, then the amount due, exclusive of the damages payable thereon, shall be ascertained and determined by the time of giving notice of non-payment, and the value of such Foreign Currency at the time of the demand of payment.

ANALYZING A SHOE.—Mr. Flannigan, of Second street, has given us a complete analysis of the boot and shoe, which he describes very fully in the number of stitches. He says: "To manufacture a complete gentleman's boot requires seventy-six separate and distinct pieces—nails and pegs are only included in this number as one piece. Each boot is obliged to pass through the hands of the workmen more than one hundred and sixty different times, and the skill of forty different mechanics and men of professions is required to complete it. Each boot is made of men's fine calf boots and have in them combined durability, economy, and neatness, is the masterpiece of the gentleman's part of 'our business.' In speaking of ladies' shoes, he says: 'Experience has taught us the French lasting gaiter is considered the most perfect dress shoe among the most fashionable circles for many years past. The gaiter boot, the masterpiece in the ladies' branch of business, to make them properly, requires forty-six separate and distinct pieces. In putting them together the stitching required will astonish any one unacquainted with the business; the number of stitches upon a pair of uppers before the soles are put on, as counted by our lady artisans, is 4,610. This is but a trifle more than our regular manufactured goods contain in general.'"

The work is beautifully done by a lady of this city, Mrs. William Magee, who is certainly master of her business. Putting the sole to the uppers 602 more stitches are added, which being complete counts 5,242 stitches.—Delaware Republican.

A Volunteer's Test.

The feat of jumping from a balloon, the jumper sustained by an India rubber rope, was duly performed on Thursday. It was the most stupendous exhibition of daring and address that the Parisians have yet been permitted to witness. From one side of the ear of the balloon hung the India-rubber cord, descending 150 feet, and then returning and being fastened to the other side of the car. It thus formed a strong loop. The athlete was dressed as Mercury, his body, from the neck to the small of his back, was enclosed in a framework, which enabled him to endure the suspension without wrenching or dislocating. The rope passed through an eyelet in the middle of the back, placed so that he was held in perfect equilibrium. When the balloon had reached and altitude double that of the supposed elasticity of the cord, the volunteer appeared on the edge of the car, looked over, shut his eyes, and threw himself into space. The eyelet slipped along the rope, so that the first 150 feet were positive fall through the air, without resistance or break. The rest of the way was an elongation of the rope. It stretched four times its length, making in all a descent of 600 feet, accomplished in two seconds.

After having attained its lowest point, the rope contracted once, perhaps 200 feet, and then descended again. There was no further rebound, and no oscillation; the volunteer lay calmly cradled in mid-air, and probably spent the leisure he was now permitted to enjoy in recovering his breath and contemplating the prospect. The aeronaut above now commenced at the windlass, and gradually wound his dangled friend up again. In four minutes he climbed over the side of the car, having made the fastest time that any human being has ever achieved, except such as have been shot from cannon, as Baron Munchausen said, was, I think, six hundred feet in two seconds! He is the rate of three miles and a half a minute. We are waiting now to know what will be done next.

A celebrated poet intending going to a masked ball, consulted an acquaintance in what character he should disguise himself. "Go as a soldier," replied his friend, "and your most intimate friend will not know you."

The first swallow tail coat that old Sourby got so displeased him, that he stretched the skirts and used it for a boot-jack.

Yellow Fever at New Orleans.—Dolings of the Howard Association.

The new Orleans Bee of the 23d ult., furnishes the following detailed account of the doings of the Howard Association, who are the distributors of the funds raised for the relief of the destitute, throughout the Union:

As the Howard Association, on account of its peculiar organization, the rare and noble devotion of its members, and the intrepid constancy with which they labor for the mitigation of human suffering, has attracted universal attention and elicited the warmest encomium; and as moreover, this Association has recently been made the recipient of large and liberal donations from all quarters; we have taken some pains to arrive at the nature and extent of its operations. The weekly returns of the active members of the Howard Association are entered upon the books of the Secretary. By consulting that authority, we have been enabled to gather the annexed information:

Number of patients treated from July 16th to August 20th, inclusive, 4,556

Discharged cured, 2,201

Died, 723

Under treatment, 1,630

Those "under treatment," include many patients who have been sent to the different infirmaries or Hospitals, having been attended at their residences, during the insipidity of the disease. Many of these have been discharged in good health.

At the outset of the epidemic, the Howard Association appointed a number of druggists in convenient parts of the city, and accepted the medical services of those physicians whose names appear in the various newspapers. This limited number was soon found entirely inadequate to the constantly increasing necessities of the Association. The source spread in every direction—hundreds of indigent sick were daily added to the lists of those under the care of the Society, and the attention of the medical gentlemen who had been originally appointed, was unremittently required, to the entire sacrifice of their private practice. The Association therefore adopted the expedient to secure a part of the time of most of the physicians, nearly all of whom, nearly three hundred members of the Faculty, are authorized to prescribe for the poor, in behalf of the Association. In carrying out this extended plan, the Society has found it necessary to provide horses and vehicles to about thirty physicians.

The infirmaries established by the Board of Health for the use of the Howard Association contain, No. 1, 108 patients No. 2, 111 do. No. 3, 90 do. 309

Each infirmary is attended by two physicians, and 16 nurses and servants are employed at an expense of \$200 per day. The patients are sent to the Orphan Asylum established in Hevia street, and Lafayette by the Board, being found too contracted for the proper accommodation of their inmates, the latter, numbering 162, were a few days ago transferred to a spacious building in Focher street, and placed under the care and control of a society of ladies of the highest respectability and skill, and of the highest moral character.

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Sec. 21. If the contents of such Bill be expressed in the money of account or currency of any Foreign Country, then the amount due, exclusive of the damages payable thereon, shall be ascertained and determined by the time of giving notice of non-payment, and the value of such Foreign Currency at the time of the demand of payment.

Brazil.

The following is from a travelling correspondent of the New York Courier & Enquirer, now in Brazil: "That this miserable system of Brazilian government is the cause of all the decay everywhere to be met with in the provinces, hardly needs proof, so palpable is the fact. A great system of centralization concentrates all prosperity in Rio de Janeiro, and amid the brilliancy of the Court, the misery, poverty, and crime, in the provinces. Brazil is divided into provinces, as our own country is into States, and these provinces are governed by Presidents and Vice-Presidents, as our States are by Governors and Lieutenant-Governors. But instead of being selected by the people, the Presidents are appointed by the Court, and sent to rob and prey upon the poor devils in the provinces, during the pleasure of the Emperor, who is supposed to be a monarch, and do as they please. I will give you but one example of this assumption of power, by which we are likely to be the sufferers:—

The Imperial Mail Steamship Company run a line of six steamers between Rio Grande do Sul and Para, stopping at every Presidency on the route.—Each steamer receives \$10,000 per trip, and the Mail is a semi-monthly one. On arriving at a port the commander of a steamer is obliged to wait upon His Excellency and ask when it will please His Highness to permit the steamer to pursue her voyage. The captain dare not go to sea without the written permission of the President, and His Excellency has the power to detain the ship as long as suits his sovereign pleasure, notwithstanding what may be the loss by reason of the delay to the passengers, or the loss of the Company's money. What would be thought of the Governor of New York undertaking to detain a Collins steamer to suit his convenience, or the Governor of New Jersey detaining a Cunard until he should write a letter?

BILLS OF EXCHANGE.—By a Revised Law of the State of New York, the following damages on Bills drawn negotiated in said State, and protested for non-payment, are allowed, viz:

Bills drawn on the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Ohio, Delaware, Maryland, Virginia, or District of Columbia, THREE PER CENT.

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